Fort Hood Flight Safety and Standardization Committee

Garrison Airfield Operations Board (AOB)

4th Quarter FY 10

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- **Opening Comments:**

FHFSSC – Old Business

- **Issue**: AH64 CCA/diving fire training on the reservation being interrupted by aircraft flying the CARS.

- **Discussion:** CW5 Ham has made a proposal to changes in the CARS and airspace scheduling. He was charged with formalizing his ideas and presenting them to a sub committee consisting of DAO Airspace, III Corps G-3 and Standards and a preponderance of representation from tenant units. The results of this sub-committee will be presented at the next Installation Safety and Standardization Council meeting.

- **Status: Open:** Deployment has delayed CW5 Ham's proposal which has now been finalized. His proposal has been forwarded to Airspace Management for a preliminary review and an invitation for committee attendance and a meeting is forthcoming.

FHFSSC – Old Business

- **Issue**: A/C ENTERING AIRSPACE - Mr. Williams, Ms. Coward and Mr. Cooper
- **Discussion**: On rare occasions we have civilian aircraft entering our Restricted Airspace
- or our Class D airspace. What could be done to minimize or eliminate these excursions? A discussion followed with a recommendation that a sub-committee be appointed to determine if procedures need to be addressed.
- **Status**: A sub-committee made up of Tony Cooper, Malcolm Williams, Marla Coward and CW5 Green discussed the topic and the following was determined and posted to the 3rd Qtr Minutes:
- 1. First. The regulations are clear and the following are the rules with respect to this issue and have been placed in these minutes to be available for all to review.
- Per JO 7110.65T paragraph 3-1-13 9 AIM paragraph 3-2-1 (See 14 CFR Part 91.)
  - 1) ATC will attempt to acknowledge initials calls with "A/C call sign & standby". ***This establishes two-way radio communications and allows the aircraft to continue inbound.***
  - 2) Aviators should monitor the volume of radio traffic and if necessary, adjust their speed.
  - 3) ***Aviators should prioritize their cockpit duties to ensure the initial call is made in a timely manner.***
  - 4) If a pilot encounters loss of radio communications, they shall squawk 7600 and expect to be handled accordingly.
  - 5) ***If an aviator cannot establish two radio communications while entering the Class D surface area and does not squawk 7600, the aviator shall turn to depart the airspace.***
- 2. Second. The sub-committee determined that, (per #3 above) perhaps the problem could be avoided simply by reviewing this issue with the Aviators and encouraging them to make initial contact with tower well before crossing a reporting point indicating entry into Class D airspace. This is especially important with high traffic volume. Heiner, like the other reporting points for entering the numbered corridors into class D airspace is a REPORTING POINT. It is not an INITIAL CONTACT POINT. Pilots should make their initial call to the tower well before arriving at a reporting point (or crossing a Class D boundary) to ensure two-way communication is established prior to Class D penetration.
- 3. Third. Please use common sense. This applies to everyone. Airspace and radios get busy so do not create an unsafe situation where one does not exist simply because you cannot communicate. Do what safely needs to be done and work out any discrepancies after situation has passed and the aircraft is on the ground.
- In addition, ATC wants to emphasize that they wish to work closely with all Unit Commanders and Safety Officers to ensure the highest quality of ATC service available. If you have any questions concerning ATC issues or procedures, please feel free to contact Mr. Malcolm Williams at 288-9043 or Williams.Malcolm@us.army.mil
- This sub-committee feels that, at this time, there is no reason to change current policies or procedures and that this issue be considered for discussion at unit level.
- The sub-committee further recommends this issue be CLOSED.

FHFSSC – Old Business

- **Issue**: Sling Load Weights
- **Discussion**: Ron Deshotel, Ft. Hood Safety, discussed the sling load weights at Flight Strip 41. They are in poor repair and have no record of certification. III Corps has been in the process of getting bids to build sling load weights that meet current building and safety requirements. Funding will be an issue. In all likelihood, user units will have to fund the construction of these weights. Preliminary figures indicate a cost of approx $10,000 to build these weights. This figure does not include special stainless steel hardware that is required for which cost estimates are still due.
- **Status**: Awaiting complete cost estimates - Open

FHFSSC – Old Business

- **Issue**: 175-1 Weather Briefing Requirements
- **Discussion**: There was confusion with the wording in Ft. Hood 95-1 with regard to the use of a full175-1 weather briefing rather than a local weather briefing for some VFR flights.
- After further discussion, it became apparent that there is also a difference of opinion as to when a 175-1 weather briefing is actually required. Arguments were made without a resolution. It was agreed that further study was needed so Bob Ulrigg volunteered to chair a sub committee to discuss the topic and report back to the Installation Safety and Standardization Committee.
- The sub-committee meeting was held on 27 June and attended by representatives of 4ID, 21st Cav, 3 Corps G-3 Air, 166th Brigade as well as RGAAF, HAAF and Corps Safety. The committee decided to recommend the following paragraphs replace the existing paragraphs in FH 95-1.

FHFSSC – Old Business

- **Issue**: Changes to FH 95-1 (Con't) –

  Mr Bob Ulrigg/CW5 Jimmy Green

- **Discussion**:
  - Paragraph 5-3, Flight Plans: Change 5-3.a.(1) to read: IFR operations departing from HAAF or RGAAF require a DD Form 175 completed according to the appropriate flight information publication (FLIP) and general planning (GP) and must be filed with RGAAF Base Operations for input into the Aeronautical Information System-Replacement (AIS-R).
  - Paragraph 5-3, Flight Plans: Change 5-3.a.(2) to read: VFR operations departing from HAAF or RGAAF that terminate or involve engine shutdown at locations outside the reservation or WTA require a DD Form 175 completed according to the appropriate FLIP and GP.
  - Paragraph 5-4. Weather: Delete paragraph 5-4.a. and re-format the remainder of the paragraph.

FHFSSC – Old Business

- **Issue**: Changes to FH 95-1 (Con't) – Mr Bob Ulrigg/CW5 Jimmy Green
- **Discussion**: ADD, Paragraph 5-5. **Weather Briefing Requirements**

All VFR/IFR flights require a weather brief from an appropriate weather facility per AR 95-1. The briefing may be in person, telephonically but, in all cases, a weather void time of one and one-half hour applies. The weather void time may be extended IAW AR 95-1.

a. **IFR:**

(1) A local weather briefing is authorized for all IFR flights within an 80 nautical mile radius centered on the III Corps Headquarters Building.

(2) A 175-1 weather briefing is required for all IFR flights that go outside an 80 nautical mile radius centered on the III Corps Headquarters Building.

(3) A 175-1 weather briefing may be requested for any IFR flight.

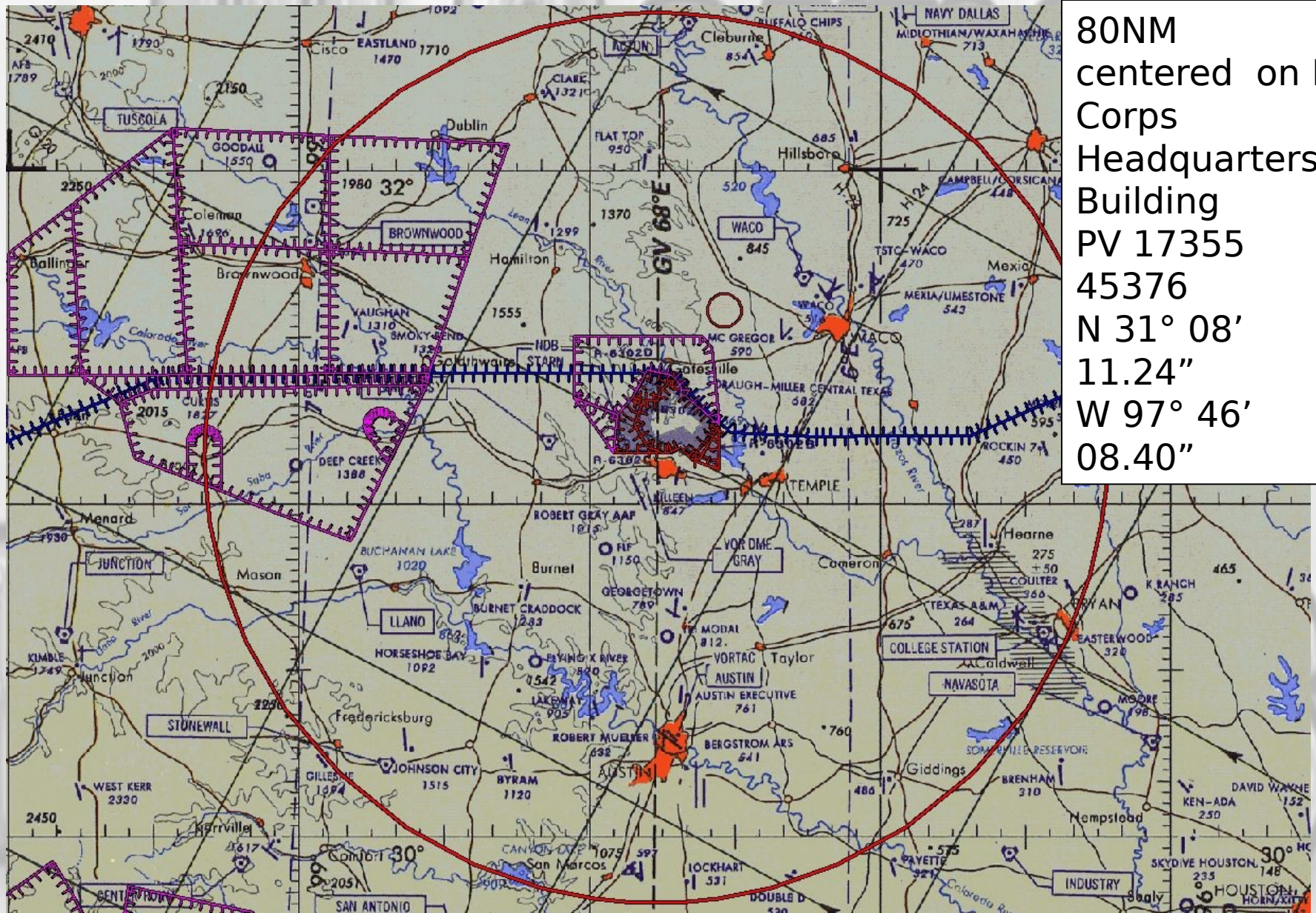
b. **VFR:**

(1) A local weather briefing is authorized for all VFR flights within the local flying area boundary as defined in FH 95-1.

(2) A 175-1 weather briefing is required for all VFR flights that go outside the local flying area boundary as defined in FH 95-1.

(3) A 175-1 weather briefing may be requested for any VFR flight.

FHFSSC – Old Business



FHFSSC – New Business

- **Issue**: CAFS Fire Extinguishers

- **Discussion**: Gary L. Tomblin - Installation Aviation Safety Manager

FHFSSC – New Business

- **Issue**: Changes to FH 95-1 –

  Mr Bob Ulrigg/CW5 Jimmy Green

- **Discussion**:
- The following changes to the FH 95-1 are presented for approval:
  - Formatting and grammatical changes throughout the document.
  - Paragraph 2-7: Delete “landing zones (LZ’s)”. By definition we do not have LZs on Fort Hood.
  - Table 2-4: Delete Helipad 7 from the list; this helipad was removed with the construction of the new GO quarters.
  - Table 2-4: Helipad 18 (NFH); Change “Responsible Agency/Unit and contact info” from 21 Cav to DPTMS Mobilization Division
  - Table 2-4: NFH-1; Change “Responsible Agency/Unit and contact info” from DRA to DPTMS Mobilization Division
  - Table 2-4: Add telephone numbers for BLORA Helipads.

FHFSSC – New Business

- **Issue**: Changes to FH 95-1 (Con't) –
  Mr Bob Ulrigg/CW5 Jimmy Green
- **Discussion**:
  - Table 2-4: Changes POC telephone number for helipad NFH-3
  - Figure 2-3, Helipad 7: delete this figure
  - Figure 2-14, Longhorn Aux Landing Strip: Adds FM frequency
  - Figure 2-15, Shorthorn Aux Landing Strip: Adds FM frequency
  - Paragraph 5-1 changed to read: Call signs used when on a VFR local flight plan consist of the aircraft name (Apache, Blackhawk, Chinook, Longbow etc…) and the last five digits of the aircraft tail number. MEDEVAC aircraft on an emergency medical mission will substitute "EVAC" for the aircraft name.
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FHFSSC – New Business

- **Issue**: Changes to FH 95-1 (Con't) –
  Mr Bob Ulrigg/CW5 Jimmy Green
- **Discussion**:
  - Table 5-1: correct the Remote Radio Site, Lometa frequency from 245.6 to 241.35
  - Paragraph 5-9. Airfield corridors: change 5-9.e. to read: Maximum airspeed in numbered corridors is 90 KIAS.
  - Paragraph 8-7. Aircraft mishap procedures: Change 8-7.a. to read: The first person to become aware of an aircraft mishap, forced landing, precautionary landing, or missing aircraft, notifies RGAAF Base Operations, the IOC, Hood Radio, approach control, or HAAF or RGAAF tower. The air traffic assistant at RGAAF activates the pre-accident plan according to Appendix D.
  - Paragraph 9-2. Search and rescue (SAR): 9-2.b. changed to correctly identify the current Fort Hood Military Installation Map.

FHFSSC – New Business

- **Issue**: Touchdown Maneuvers in the WTA.
- **Discussion**: The 166th Aviation Brigade would like to conduct Emergency Procedure Training IAW the appropriate ATM at NFH, Brownwood, Brady and San Saba. NFH is not currently listed as one of the authorized areas. The Current AR 95-1 States:

4–8. Emergency procedures training

- Training in emergency procedures will be conducted per ATMs. Training will be in dual controlled aircraft. A qualified
- IP or SP who is current in that mission, type, design, and series will be at one set of the controls.
- *c. Helicopters* - ***Multi Engine***.
- (1) In multi-engine helicopters touchdown autorotations and antitorque touchdown emergency procedure training is
- prohibited. Autorotations with power recoveries and terminations with power will be conducted per the ATM.
- (2) Training emergency procedures conducted to the ground, must be conducted in training locations designated by
- the commander.

- **CW5 Green Recommends:** FH 95-1 should be worded such that any suitable airfield or airstrip on Ft. Hood proper and the WTA be authorized and include Temple and Skylark.

FHFSSC – New Business

- **Issue**: NFH/Longhorn/Shorthorn Traffic Issues

- **Discussion**: With the current occupation by 166th at NFH, traffic at NFH has increased dramatically. De-confliction procedures have been put into place which optimizes safety for the units occupying NFH while, hopefully, minimizing impact on other units here at Ft. Hood.

- Mr. Bob Ulrigg will discuss these procedures.

FHFSSC – New Business

- **Issue**: There have been some instances lately where 175-1 flight plans (not local) have been “lost in the system”

- **Discussion**: There has been a significant effort investigating this problem to determine why this has happened. Procedures have been established to help preclude this problem.

- Mike Garrett will explain.

FHFSSC – New Business

- **Issue**: Use of corridor 3 and the merging of Test Flight Areas III and V.

- **Discussion**: With the movement of airline operations from Skylark to Gray AAF, there is currently little air traffic at Skylark. The Test Pilots at Hood AAF would like to open up the old corridor 3 for access to MTF Area V. Also, these test pilots would like to consider combining Test Flight Areas III and V for more maneuver space.

- **Recommendations: CW5 Paul Eishen**

FHFSSC – New Business

- **Issue**: Weather Warnings in the Western Training Area (WTA)

- **Discussion**: The large amount of terrain that a weather warning can close can have an adverse impact on operations per FH 95-1.

- **Recommendation:** The current breakdown of weather warnings in the western training has been by the entire WTA and, at best, by quadrant. It could be further broken down by the actual western training area sector.

Open Forum

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- Closing Comments
- 1st Quarter FY 11 meeting